



MDT- Department of Transportation

Aeronautics Division

Vol. 50 No. 3

March 1999

15th Annual Conference a Success

The fifteenth annual Montana Aviation Conference was attended by close to 600 aviation enthusiasts who gathered to participate and enjoy an exciting program. The conference held in Butte February 25-27 was a resounding success.

The kick-off luncheon on Thursday was attended by 225 people who heard Bob Gilliland speak of his test pilot days for the Lockheed SR-71. Bob was the first pilot to fly the aircraft on December 22, 1964. He showed a video of the SR-71 and answered questions from the audience. Bob has logged more experimental supersonic flight test time above Mach 2 and Mach 3 than any other pilot.

The Butte Saint Patrick's Day celebration got kicked off Friday night of the conference. Dulin Gulch, Butte's own Irish folk trio, entertained the crowd with their many songs and stories. A bit of Butte's culture was enjoyed by all.

Saturday's award luncheon honored many worthy students and aviators from around the state. Shanda Lear gave a very interesting, humorous presentation on the history of her parents, Bill and Moya Lear. Shanda entertained with song while showing rare footage of the Lear family.

Over 45 exhibitors from across the U.S. and Canada brought displays for the trade show. These firms also donated thousands of dollars worth

of door prizes that were given away during the conference. Many other generous sponsors contributed to events held over the three-days.

Concurrent session speakers shared a wide variety of knowledge and expertise with participants.

The Saturday evening banquet featured Dan Goldin, NASA Administrator. Mr. Goldin portrayed with enthusiasm an optimistic vision for the future of general aviation in our great nation.

On behalf of the Montana Aeronautics Division and Board and the Aviation Organizations of Montana we offer special congratulations to Rick Griffith, Chairman of the Butte Conference Committee and to those volunteer committee members who worked extremely hard to ensure an entertaining, educational three day program. We would also like to express our appreciation to the many speakers who freely gave of their time and talent in sharing their expertise with Montana's aviation community.

Next year's Montana Aviation Conference will be held February 24 - 26, 2000, at the Holiday Inn in Billings. Put those dates on your calendar now.



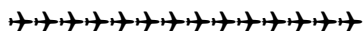
Skip Mathewson of Wise River brought N3686V, a 1997 Avid Flyer to the exhibit area. Below, several remote control aircraft owned by members of the Butte Remote Control Aircraft Club were displayed. Thanks to Skip and to Don Bauer, President of the Butte RC Club and all of its members for participating and adding to the exhibit area.



Administrator's Column

WAC Charts to be Discontinued:

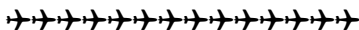
The National Oceanic and Atmospheric Administration (NOAA) has announced that it will not print WAC charts after January 1000 and will be increasing prices of its remaining products by 6 percent. NOAA claims it is facing a \$5.2 million deficit. Phil Boyer, President of the Aircraft Owners and Pilots Association stated "WAC charts aren't a frill. They're essential to aviation safety". This budget shortfall was identified a year ago when NOAA was proposed to transfer from the Department of Commerce to the Department of Transportation and in a letter to Rodney Slater, Secretary of the Department of Transportation, Boyer stated that "Safety-related products such as aeronautical charts cannot be the victim of improper funding allocations". Slater answered, saying "The DOT and FAA do not want to impact general aviation safety negatively or increase costs in FY 1999. We have identified several actions to eliminate the potential \$5 million deficit. We are working with the Department of Commerce to accomplish this task." But the transfer of NOAA did not happen nor was the deficit addressed and thus the \$5.2 million shortfall. Boyer recently stated "We expect that there will now be a lot of finger-pointing between Commerce, Transportation and the Office of Management and Budget but it doesn't matter who is to blame". "Agencies responsible for aviation safety let us down. It will cost some \$800,000 to continue printing WACs this year. The Department of Commerce can, and should, find the money to continue this important safety program." It is my opinion that we need to keep WACs as they are most commonly used by pilots who fly long distances and don't need all of the detail found in the sectional charts. I personally use WACs for the most part as it seems I never have room in the cockpit to unfold sectionals. I don't know what will happen by I certainly hate to lose the WAC charts. Inasmuch as this is a budget issue, I believe it would be appropriate to seek help from our Montana Congressional delegation. They all have 800 numbers.



New 82 Grade Fuel Approved:

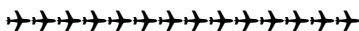
The Experimental Aircraft Association (EAA) with the assistance of Cessna Aircraft Company have, for several years, been working with fuel refiners and aircraft industry officials on the development of a fuel refined to specifications created by the American Society for Testing and Materials (ASTM) to create an unleaded fuel that can replace 100 low-lead and grade 80/87 avfuel specification. Late last year, ASTM gave final approval of the grade 82 avfuel specification. The FAA has approved the new grade 82 unleaded aviation fuel for airplanes that currently hold an auto fuel Supplemental Type Certificate (STC). All airplanes originally certificated with 80/87 aviation gasoline and

holding STC's to use auto fuel are permitted to use the new unleaded grade 82 avfuel. The new avfuel will be less expensive than 100 LL but slightly more expensive than auto fuel. The first supply of the new fuel is expected to be delivered to Alaska, where many aircraft already operate on auto fuel. Cessna Aircraft has indicated its intentions to build single-engine piston airplanes that are able to use the new unleaded grade 82 fuel.



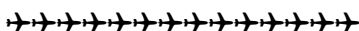
HOOVER BILL IS BACK:

U.S. Senator James M. Inhofe of Oklahoma has again introduced legislation in the form of an amendment to the Air Transportation Improvement Act of 1999 (S. 82). The legislation will, if passed, change the FAA's use of emergency authority to revoke airman certificates by requiring "due process" by providing a certificate holder the option of requesting a hearing before the National Transportation Board (NTSB) within 48 hours of receiving an emergency revocation to determine whether or not a true emergency exists. The NTSB would then have to decide within 5 days of the request if an emergency exists. During the Board's deliberation, the certificate would be suspended. Should the emergency does not exist, the certificate holder would be able to use his certificate while the issue is adjudicated. Should the NTSB decide an emergency does exist, the certificate would be suspended while the issue is adjudicated. According to the National Air Transportation Association (NATA), the FAA is misusing its emergency authority with 50% of the revocations occurring 4 months to 2 years after the violation occurred; certificate holders should have an expeditious method to appeal an emergency revocation by an outside, neutral entity; and safety is ensured because the certificate is suspended while the suspension is under review. If you feel strongly about this legislation you should contact our Montana Congressional delegation by calling their 800 numbers.



AVIATION PIONEER LADY GOES WEST:

It was sad to learn that Bitty Morrison passed away. Bitty was known throughout the aviation industry in the U.S. and Canada as hard working, dedicated, and respected as a tough business woman in successfully operating Montana's oldest fixed base operation on the Helena airport. There is more on Bitty elsewhere in this publication. On behalf of the Montana Aeronautics Board, the Aeronautics Division, and Montana's aviation community, I wish to extend condolences to all the Morrison family.



Montana and the Sky
Department of Transportation
Marc Racicot, Governor
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Official monthly publication of the
Aeronautics Division
Telephone - 444-2506
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Helena, MT 59604
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Montana and the Sky is published
monthly in the interest of aviation in the
State of Montana.

Third Class postage paid at Helena,
Montana 59604

Subscription: \$5 per year
Editor: Debbie Alke
Editorial Assistance:
Patty Kautz

In Memory of Elizabeth "Bitty" Herrin



"Bitty" Morrison Herrin pictured in front of the original Morrison Flying Service facility on the west end of the Helena airport prior to the FBO being relocated in the fall of 1979 to the café/tower building.

Elizabeth "Bitty" Burke Morrison Herrin, age 89, of Helena, died at St. Peter's Hospital, Feb. 28, 1999.

Bitty was born in Helena July 15, 1909. She was the daughter of John H. and Agnes Belle Burke and a fourth generation Helenan. Her great grandfather, great grand-mother (Johnathon and America Ann Forbis), grandfather and grandmother (Dr. William and Agnes Forbis Steele) came to Bannack in 1863, then to Virginia City then to Helena.

Dr. Steele was very prominent in early Virginia City where he served as a judge in the vigilante courts. After arriving in Helena, in addition to his busy medical practice, he was the third mayor of Helena. He also served as sheriff, corner, county treasurer and as a state senator. His daughter Aggie Belle, Bitty's mother, christened the original gunboat Helena while he was mayor.

Bitty grew up in Augusta where her father, John H. Burke, ranched. She attended grade school at Hawthorne School and Helena High School. She had two brothers, Edward "Ned" and John Jr., and a sister Anne. Ned was killed in an airplane crash while in the Army. John was killed in the Korean War. Anne married Lyman Brewster and they ranched in the Birney area most of their lives.

After high school Bitty attended Helena Business College and then worked for the County Superintendent of Schools. In 1933 she married R. E. "Red" Morrison who came to Helena in 1931 to start a flying business at the new Helena airport. Prior to moving he was a pilot for William Randolph Hearst. Red served in the Montana Legislature and Senate. He resigned the Senate to enter the Army Air Corps at the outbreak of WW II and was killed in the crash of a B 26 on Christmas Eve 1942.

Bitty then ran the aviation business for the next 35 years. Although not a pilot, she was one of the first aviation business owners in the U.S.

She served for many years as secretary of the Montana Pilots Association and the Montana Aviation Trades Association. She also served as Regional Vice President of the National Aviation Trades Association and was active in the International Northwest Aviation Council.

During WW II, Morrison Flying Service trained many pilots for the military, many of whom continued flying after the war for the military and for commercial airlines. One of the men who started their training here was Jack Waddell who later became the chief test pilot for Boeing. Flight training on the GI Bill continued after the war and quite a few of these pilots went on to careers in aviation.

After the war she married Harland Herrin, they were later divorced.

Bitty had five children: Jeff (Jeannie) was in the business for 47 years until it was sold in 1998; Anne (Bill Bird) lived in Europe and Massachusetts until her death in 1997; Leslie (Kenny Vanderpool) is a physical therapist and lives in Boise, ID; Scotta (Walker Williams) is a teacher and lives in Littleton, CO; Ned (Billie) works for the US Forest Service and lives in Missoula. She has nine grandchildren (four are married) and two great-grandchildren.

She always loved to travel and has seen much of the world on her many trips. She has been known to drive 200 miles for lunch. In addition to her involvement in many aviation groups, she has been quite active in Helena. Most recently she has worked on the restoration and upkeep of the Pioneer Cabin. She was a member of P.E.O. for 60 years.

During her 90 years in Helena, she has seen most of the major events and growth that has taken place. She was an encyclopedia of information on the history of Helena. The one word that can be used to best describe her is "perseverance." She loved to play bridge and as she did in her life, did her best with the cards she was dealt. Bitty requests memorials be sent to the Pioneer Cabin Fund, 162 Sawmill Road, Clancy, MT 59634

Calendar

March 13 – 14 – Air Fare and Exposition, Fairbanks, AK.

March 18 – 20 – 10th Annual International Women in Aviation Conference, Radisson Twin Towers Hotel, Orlando, FL (937)839-4647.

April 10 – Airport Breakfast, 10:00 am, Columbus.

April 11 – 17 – 25th Annual Sun 'n Fun Fly-In and Convention, Lakeland, FL.

May 7 – 8 – Aviation Conference and Trade Show, Anchorage, AK.

June 5 – 9th Annual AOPA fly-in and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

June 19 – 20 – "Mountain Madness 99" Airshow, Glacier Park International Airport, Kalispell. The Blue Angels, Wayne Handley, The Pietsch Brothers, balloons, parachuting, gliders, warbirds and many static displays. Call (800)543-3205 or (800)843-6114. Gib Bissell, Airshow Operations Officer.

June 20 – Beacon Star Father's Day Fly-in with Frank's poorboy sourdough pancake breakfast.

June 26 – EAA Fly-in, Billings. Breakfast, Young Eagle Flights, BBQ.

July 16 – 18 – Schafer Meadows Annual Work Session.

July 16 – 18 – Miles City Fly-in and Antique Show.

July 16 – 18 – EAA Family Fly-in and trade show, West Yellowstone Airport.

July 28 – August 3 – EAA AirVenture Fly-in and Convention, Oshkosh, WI.

August 5 – 8 – MAAA Fly-in, Pogreba Field, Three Forks.

August 6 – 8 – Sixth Annual Splash In – Fly In, Stillwater Landing.

September 17 – 19 – Mountain Search Pilot Clinic, Kalispell.

October 21 – 23 – AOPA Expo'99, Atlantic City, NJ.

State Award Winner

Katrina Wahl of Cut Bank, Montana won the first place Montana State award for the 1999 International Aviation Art Contest. This year's theme was "Flying is Fun". Katrina was recognized as the state winner with a plaque and a Montana and the Sky aviation history book.

Katrina's art was forwarded to Washington, D.C. to participate in the national competition. Her artwork will also represent Montana in Orlando, Florida this April at the National Congress for Aerospace Education.

Congratulations Katrina!

New Members to Aeronautics Board

On January 19, Governor Marc Racicot announced that effective immediately the following individuals have been appointed to the Montana Aeronautics Board.

Craig Denney – commercial airline representative.

John Rabenberg – public member. Began farming near Fort Peck in 1957 where he continues today. Began flying in 1974. Served as Chamber Director for Wolf Point 1971-1973; Chamber Executive from 1977-1987; Serves as Chairman of the Governor's Essential Air Service Task Force, a position he has held since 1979; Named Outstanding Agriculturalist in 1981 and Wolf Point Elks Citizen of the Year in 1987; Past Vice-Chairman of the State Republican Party and Chairman of the McCone County Republican Party for 20 years.

Bob Palmersheim - fixed based operator representative. Veteran Montana Pilot with over 17,000 flight hours including flight instruction and charter flying. Soloed in 1951. Serves as General Manager/Director of Flight Operations for Lynch Flying Service in Billings. Is a former FAA designated pilot examiner. Served as Director and President of the Montana Aviation Trades Association and former Board member of the National Air Transportation Association. Serves as Search and Rescue Coordinator for the Aeronautics Division, District 10 for the past 37 years.

Also reappointed to the Board is:

JoAnn Eisenzimer – aviation education representative

Each of these members will serve a four-year term ending January 1, 2003. The new Board members were formally introduced at the Montana Aviation Conference and participated in a Board Question and Answer session together with an abbreviated Aeronautics Board meeting. We welcome the new members, the expertise each one brings to the Board and look forward to working with them over the next four years.

The nine-member Montana Aeronautics Board is a quasi-judicial board with statutory authority over the Division's loan and grant funds.

The three new appointees and reappointee join current Board members: Ron Mercer, Chairman representing the Montana Airport Managers Association; Byron Bayers, Vice-Chairman representing the Montana Chamber of Commerce; Doug Freeman, Secretary representing the Montana League of Cities and Towns and the attorney representative; Fred Booth representing the Montana Pilots Association and Will Metz representing the Association of Montana Aerial Applicators. The terms of the five current Board members will expire January 1, 2001.

If you have a question or concern feel free to contact your Board representative or any other Board member.

The Aeronautics Division wishes to express its gratitude to the Board members with terms expiring January 1, 1999. Arnie Lindberg, the FBO representative; Bob Hector, the commercial airline representative and Lee Ford the public member. Thank you gentlemen for your support and interest in the Montana Aeronautics Division and aviation in the state of Montana. It was a pleasure working with you.



Craig Denney



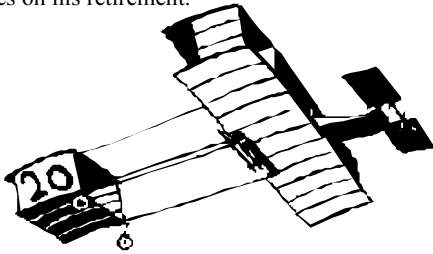
Bob Palmersheim



John Rabenberg

Leon Jacobs Retires

The Lewistown Airport Board held a luncheon to recognize Leon "Jake" Jacobs for his community service while serving on the airport board. Leon retired from the Lewistown Airport Board after 32 years, many of which he served as chairman. Leon also retired from the Governors Essential Air Service Task Force that he has served on since the inception of the Essential Air Service program in 1978. Several award plaques and mementos were presented to Leon during the ceremony in recognition for his many years of service and contributions on behalf of the community. During Leon's tenure, many improvements have been made on the airport and his active involvement in lobbying to keep the Essential Air Service program alive has resulted in reliable scheduled air line service for Lewistown. John Rabenberg, Chairman of the Governor's Essential Air Service Task Force thanked Leon for his years of service and read congratulation letters from Senators Baucus and Burns. Representative Rod Bitney of Kalispell recognized and congratulated Leon on behalf of the Montana Legislature. During the ceremony I was honored to read a thank your letter to Leon from Governor Racicot, congratulating him on his retirement and thanking him for his service. On behalf of the Montana Aeronautics Board and Division I too wish to thank Leon for his service and extend our best wishes on his retirement.



Pictured clockwise: John Rabenberg, representing the Governor's Essential Air Service Task Force; Rep. Rod Bitney congratulates Leon Jacobs; and Joe Spika, Chairman of the Lewistown Airport Board and Leon listen as Mike Ferguson reads letters of congratulations.



Montana State System Planning Update

On Saturday morning at the Montana Aviation Conference this year, a public meeting was held to solicit input and ideas from the public at large concerning topics impacting the future of Montana aviation. The meeting was held as part of the 1998 Montana State Aviation System Plan (SASP) base update. The SASP is an annual planning document, which is created by the Division to aid in aviation system planning in the state of Montana.

System planning efforts in the past have included capital improvement plans, pavement condition ratings, airport land use compatibility studies and airport safety standard reviews. About every ten years, the Division updates the base plan, which serves as the foundation for yearly planning updates. The base plan update currently under construction is a two year planning effort which will firstly inventory in great detail the state aviation system, and will secondly provide 5, 10 and 20 year forecasts for those inventories. This update will also present certain, highly relevant aviation topics in state aviation and try and develop solutions for those problems, this is what the public meeting held at the conference was all about, to solicit topics of high concern from the public. The highest topic of concern expressed by the public seemed to be without a doubt weather reporting capabilities statewide and the problem associated with unsupported ASOS/AWOS data.

All in all it was a lively debate, which we hope to duplicate at our next two public system planning meetings, which are tentatively planned for Missoula and Billings near the third and fourth week of April. We sincerely hope many of you will be able to attend these important upcoming meetings to help direct the future of state aviation planning.

Please contact the Division for specific times and details for the next state aviation system planning public meeting.

Aviation Conference Contest Winners

Congratulations to our 5th annual Montana Aviation Contest winners!! The Montana Aviation Contest, which is held each year at the Montana Aeronautics Division booth, asks the entrant to look at a board of pictures at the booth and try and identify by the aerial photo different Montana airports from a field of 20 different pictures. The contestant then writes down his or her guesses on an entry form and places it in the entry box. This year we had 10 entries with a three way tie for third place. Our thanks to the non-prize winning contestants Ethal Van Campen, Charles Inman, Orville Moore, Jim Garrison and Will Metz for competing, **AND THE WINNERS ARE:**

First Place - Evert Wierda from Manhattan (17 correct)

Second Place - Bill Berkland from Robert Peccia and Asse in Helena (16 correct)

Third Place - Bill Mayo from Colstrip (11 correct)

Third Place - Phil Porrini from Robert Peccia and Asse. in Helena (11 correct)

Third Place - Jim Schindler from Missoula (11 correct)

AERONAUTICS BOARD APPROVES AIRPORT DEVELOPMENT FINANCIAL ASSISTANCE

By: **Redge R. Meierhenry**
Airport/Airways Bureau Chief

Montana Aeronautics established in mid-1993, an Airport Development Financial Assistance Program for the promotion of aeronautical purposes, airport improvement and development. This program is a result of legislation sponsored by the Montana Pilots Association. Financial assistance is provided as grants and loans and is designed to be a flexible funding mechanism assisting airport development projects. The Aeronautics Board and Division make every effort to maximize the funds intended effect to promote Montana aviation and airport development.

The financial assistance program has gained in popularity since the program inception, as there were sixteen airport sponsors who submitted applications for this year's funding. Project work submitted for consideration was varied and competition for the limited funding is severe. Unfortunately, not every project can be approved and funded due to the small size of the development fund. Typically, we program approximately \$135,000 in airport development grants and \$135,000 for airport development loans. This year's allocation available for disbursement was \$141,606 for grants and \$135,000 for loans. The higher amount for grants represents a carryover amount from the previous fiscal year.

The Montana Aeronautics Board at their scheduled meeting reviewed this years program, February 26th, in Butte at the Aviation Conference. The list below is only those airport projects approved by the Aeronautics Board for funding this fiscal year.

Libby - \$30,000 grant for rehabilitation of runway 15/33, taxiway and apron; obstruction removal; parallel taxiway extension; animal control fencing; hangar access taxiway construction and Airport Layout Plan update.

Plains - \$3,000 grant for Airport Master Plan; Airport Layout Plan; preliminary engineering and environmental assessment.

Choteau - \$55,000 grant and \$37,500 loan for land acquisition; construct new runway 14/32 and relocate refuse access road.

Columbus - \$1,200 grant for installation of a Precision Approach Path Indicator (PAPI).

Lewistown - \$53,800 loan for Airport Layout Plan Update; construct parallel taxiway with runway 7/25; construct mid-field taxiway; extend

runway 7/25; complete wildlife fencing and new taxiway "A" Medium Intensity Taxiway Lighting (MITL).

Sidney-Richland - \$13,750 grant for land acquisition; residence relocation; road relocation and airspace zoning.

Glasgow - \$13,808 grant for construction of wildlife fencing.

Colstrip - \$7,000 grant for construction of wildlife fencing and hangar access taxiway.

Livingston - \$4,600 for the purchase of snowplow and blade from state surplus.

Conrad - \$6,500 grant for runway 5/23 crack seal.

Cut Bank - \$34,630 loan for construction of hangar access taxiways; ramp repairs; water/sewage improvements; terminal building parking and road repairs; runway crack sealing; runway fog seal and re-stripping.

With this financial assistance the Aeronautics Board and Division looks forward to the successful completion of these projects.

Elsie Marie Forbes Childs Passes On

Elsie Marie Forbes Childs, 80, died Feb. 3, 1999, at Livingston Health and Rehabilitation Center. She had Alzheimer's Disease and related ailments for 13 years. Survivors include her husband, Glen T. Childs of Livingston; her son, Kim Forbes Childs and his wife, Joyce of Idaho Falls; one sister, Ena and her husband, Dick Mader of Gillette, Wyo; two nephews of Gillette, Wyo; and grand-daughters, Ashley Childs of Bozeman and Brady Weber of Clackamas, OR.

Elsie was born Sept. 28, 1918, in Keplerville, south of Jordan, to Charles and Cora Forbes. She attended grade school in Keplerville and high school in Miles City. She worked for one year in Washington, DC, as a clerk stenographer for the U.S. Department of Agriculture, and while there attended night school for one year at Georgetown University. She then worked for one year at the USDA field station at Huntley. Next she was employed as a clerk in downtown Billings, and while there she took flying lessons in a Piper Cub at the Billings airport.

In 1924 Elsie moved to Helena where she served the FAA Flight Standards Branch as an aviation clerk stenographer for the federal accident inspectors, until her retirement in 1973.

Elsie's hobbies were flying light aircraft, hiking western Montana, downhill and cross country skiing, horseback riding and scenery watching in the western U.S. She was the first lady pilot in Helena to obtain a commercial flight certificate. In addition, she obtained ground instructor and instrument ratings and compiled more than 2,000 hours of flight time. She was a highly "skilled" mountain pilot with a perfect safety record.

She entered the first Calgary Stampede efficiency air race and brought back the first place trophy for women and finished second overall, competing against both men and women pilots from all parts of North America. She won the first place trophy for the Big Sky All Woman efficiency race with copilot Helen Dunlop of Helena. The pair competed in the All Woman Transcontinental Air Race from Lawrence, Mass., to Spokane, Wash.

As a Civil Air Patrol member, Elsie flew several lost aircraft and flood missions in military light aircraft.

Elsie served as chairman of the Montana 99s. She also did considerable air marking in Montana and served as chairman of the Amelia Earhart Scholarship Fund. Her flying career was cut short in 1985 when she contracted Alzheimer's disease.

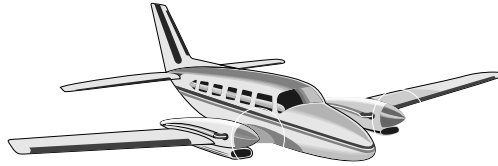


Memorials in Elsie's name may be sent to Wildwood Christian Retreat in Gillette, WY or the Montana Wilderness Association, PO Box 635, Helena, MT 59624.

FIRC Held

Montana Aeronautics hosted the annual flight instructor refresher clinic in Helena on February 5th and 6th. Sandra Provenzano from Houston, Texas received a warm Montana welcome from forty-four Montana flight instructors. Sixteen hours of review packed into 11 1/2 days is intense learning.

Enough of the FAR part 61 has changed that a new 1999 FAR is in order for pilots. Some of the new changes in the FAR that might interest pilots are:



61.49 Retesting after failure - Applicant will no longer be required to wait 30 days for reexamination in the event of a second failure of the knowledge or practical test.



Above, Jim Cooney puts the special Montana Aeronautics buffalo wings on the FIRC presenter, Sandra Provenzano. Below, Doug Parrott takes his FIRC final exam.



61.51 Pilot logbooks - Student pilots may now log pilot-in-command time while flying solo.

Instrument safety pilot rated in category and class may log second-in-command or pilot-in-command as they choose.

61.57 Recent flight experience: Pilot in command - Instrument recent experience requirement is now 6 approaches, holding procedures and intercepting and tracking courses within the last 6 months. No hour requirement.

61.65 Instrument Rating Requirements - No total time requirement.

Cross-country flight time logged as a student pilot may now be applied toward 50 hour PIC cross-country requirement.

Thank you to Sandra Provenzano for putting on an informative clinic and to Jim Cooney and Carol Henry of the Helena FSDO and most of all to you our Montana Flight Instructors!

Jeanne Lesnik of the Montana Aeronautics Division shows the ELT that helped searchers locate the Cessna 177 on August 12, 1998.



First timers to the FIRC clinic also received a set of Montana buffalo wings. Pictured from left to right are John Rotter, Wayne Mathis, Dave Southworth, Charles Morledge and Joe Guthrie. Congratulations!

AOPA'S AIRPORT DIRECTORY-1999 ON THE WAY

AOPA members are already beginning to receive the 1999 edition of AOPA's Airport Directory, the industry's most comprehensive directory of more than 7,000 landing facilities, 4,826 FBOs and some 34,000 listings for on-airport and near-airport services.

AOPA's Airport Directory – 1999 is an invaluable tool for preflight planning and in-flight reference. The slim line directory fits in most flight bags.

The "U.S. Landing Facilities/FBOs" section includes every critical piece of information a pilot needs to know about an airport and associated services. Airports are listed within each state by city name.

Included is critical safety information such as runway length, width, surface, lighting and alignment. Obstructions, extensive flight training and other important safety notes such as non-standard traffic patterns are indicated where present.

Most helpful are some 2,600 runway diagrams for airports with instrument approaches.

AOPA's Airport Directory is the only directory to list more than 1,880 private-use landing facilities with telephone numbers so that pilots may obtain landing permission from the owners.

The Directory offers a complete catalog of airport features and services with listings for hotels, restaurants, rental cars and taxis. FBO listings include hours of operation, telephone and fax numbers, and e-mail addresses.

Included are addresses and phone numbers for FAA Regional Offices, Flight Standards District Offices, control towers and Air Route Traffic Control Centers plus contact information for the NTSB, FCC, NOAA, state aeronautical agencies and Transport Canada.

AOPA's Airport Directory – 1999 is free to AOPA members who select this benefit on their membership application or renewal form. Members may purchase additional copies of AOPA's Airport Directory-1999 for \$24.95 from Sporty's Pilot shop. The non-member price is \$34.95 Call 1-800-LIFTOFF to order.

An interactive version of AOPA's Airport Directory is available in the Members Only section of AOPA Online at www.aopa.org/members/airports/. The online listing of U.S. airports includes advanced search features allow the pilot to select airports based on runway length, types of instrument approaches, fuel availability, lodging, etc. AOPA's Airport Directory Online is updated continuously and contains the most up-to-date airport information available to AOPA.

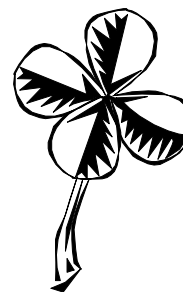
Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.

Reminder

It is nearly March and the deadline for receipt of your Sport Aviation Art Competition entry is due by April 30, 1999. Entries have started to arrive and another great display of fine aviation artwork is in the making.

If you have any questions or concerns regarding the competition, please call (920) 426-4877 or email: jmueller@aaa.org.

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